

THE CELEBRATED
BLATZ
MILWAUKEE
BEER
In casks of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,745 號伍十四 七千四萬一第 日十月初六六年壹十三初光 HONGKONG, WEDNESDAY, JULY 12TH, 1905. 三拜禮 號式十月七年五零百九子一莫道香 PRICE, \$3 PER MONTH.

E BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LTD.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.
[14342]

CUTLER, PALMER
& CO.'S

SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSSSEN & CO., Hongkong. [1655]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
\$4.50 per Case 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 1st March, 1905. [1412]

LAUNCH WANTED.

WANTED to share a STEAM LAUNCH
for Harbour Work. Please state
terms, &c., by letter to "HARBOUR"
Care of Daily Press Office,
Hongkong, 30th June, 1905. [1555]

TUITION.

LESSONS given in English.
Apply— P. O. BOX 335,
Hongkong, 4th July, 1905. [1594]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
Care of Office of this Paper.
Hongkong, 17th May, 1905. [1223]

STENOGRAPHY AND TYPEWRITING.

T. C. SWARY
BEGS to announce that he has opened an
Office at 4, Queen's Road Central (1st
Floor), where he will be prepared to undertake
SHORTHAND and TYPEWRITING work.
All work will be executed promptly at Moderate
Charges.

A Class for instruction in PITMAN'S
SHORTHAND will be held daily (except
Saturdays and Sundays); fee \$10 per month.
Individual Tuition by arrangement.
Telephone—No. 454.
Hongkong, 1st July, 1905. [1576]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX CANVAS
RELIANCE GROWN
TARPAILING AENHOLD, KARDERG & CO.
Sole Agents.

THE AMERICAN SYSTEM
OF
DENTISTRY

DE M. H. CHAUN,
37, DES VIEUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1905. [61]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 3rd October, 1905. [52]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO.: Lime Manufacturers.

All descriptions of GRANITE AND MARBLE FOR EXPORT.

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Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905. [101]

DR. MORSE'S INDIAN ROOT PILLS

CURE INDIGESTION AND ALL STOMACH AND BOWEL TROUBLES.

SHERRILLS FORD, N. C.
July 3, 1905.

W. H. COMSTOCK Co.
Gentlemen: I have used DR. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.
Very truly,
D. E. WILSON.

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CHEMISTS AND DRUGGISTS,

AND
AERATED WATER MANUFACTURERS.

(Crown Brand.)

APOTHECARIES HALL, HONGKONG. [1838]

SUMMER DRINKS.

HOCKS. WHITE WINES AND SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS WATER.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL. [1837]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY ***	\$22.50
" ***	20.00
" **	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
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BENEDICTINE, D.O.M.	40.50

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SIEMSSSEN & CO.

HONGKONG AGENTS. [1845]

THE LAHMEYER ELECTRICAL CO. LTD.

LONDON

AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

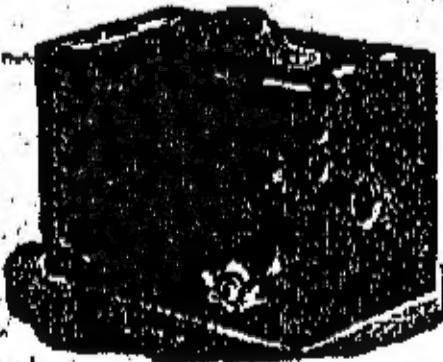
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FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

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PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FR. ELLENCE, Silk Lace Manufacturer.

NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [1849]

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Year Book of Photography	\$0.90	FAULNESS TENNIS BALLS.
Braesey's Naval Annual, 1905	13.00	WIGARD GOLF BALLS.
Russia in Revolution, by Paris	4.70	FOOT-BALLS.
In Old New York	0.80	LAWN BOWLS.
Pole Past and Present, by Dale	10.50	HOCKEY BALLS.
Later Poops into Parliament, by H. W. Lucy	6.50	PUNCHING BAGS.
Pontifex Book on Bridge	4.50	CRICKET.
Academy Pictures Parts 1, 2, 3, ab. 0.90 each	0.90	BADMINTON.
Gorkey's Outcasts and Threes of them	1.75	
The Danger Line, by Lawrence Lynch	1.75	
Setts of the Cross, by Conqueror	1.75	
The Conscience of a King, by Guster	1.75	
Smoking Flax, by Hocking	1.75	
Wauchope and Soothern's Marine Engineering	2.70	
Soothern's Verbal Notes and Sketches	4.50	
The Russian Navy in the Russo-Japanese War, by Captain Kiddo	1.75	
Doctor Silks, by Barland	1.75	
A Book of Bridge, by Pontifex	4.50	

NEW STOCK OF PASTRIES BY CHRISTY.
NEW VIEW BOOK OF HONGKONG—24 VIEWS.

POST-CARDS—HONGKONG, CANTON & MACAO.

A VERY LARGE STOCK OF FILES,
IN GREAT VARIETY.

A. TACK & CO.

26, DES VIEUX ROAD CENTRAL, HONGKONG.

FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS, consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

ESTABLISHED 55 YEARS.

LANE, CRAWFORD & CO., in order to meet an increasing demand for a REALLY GOOD and RELIABLE PIANO of English manufacture at a MODERATE PRICE, have entered into a contract with a leading Maker to supply them with such an Instrument.

THE PIANO HAS BEEN SPECIALLY MADE TO WITHSTAND THIS CLIMATE and according to LANE, CRAWFORD & CO.'s design and suggestions, it has the appearance and tone of an instrument worth double its value; has extended full metal frame, triple braced, best check action; all bolts, cloths &c., are riveted and sewn and also "poisoned" against insects.

First shipment has now arrived in Ebonized, Mahogany, Dark Oak and Fumed Oak cases. PRICES \$390 \$425 \$450

LANE, CRAWFORD & CO.

Hongkong, 19th June, 1905. [1846]

CHUN SENG.
NO. 39, QUEEN'S ROAD, HONGKONG, LATE OF 51, MAIN STREET, YOKOHAMA.

DRAPE & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [1829]

" BILLIARDS "

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as now.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHES A SPECIALTY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES

AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

NOTICE.

WE have this day authorised Mr. CARL ROBERT LENZMANN to sign our firm from this date.

CARLOWITZ & CO.

Hongkong, 6th July, 1905. [1612]

NOTICE.

TYPEWRIT

INTIMATION

A. S. WATSON & CO.
LIMITED
ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
PERFUMERS, &c.

WATSON'S
PRICKLY HEAT
LOTION
A RELIABLE AND EFFICACIOUS
REMEDY.

Immediately relieves the irritation.

WATSON'S
HOUSEHOLD
AMMONIA
FOR THE BATH, TOILET AND
HOUSEHOLD.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

WATSON'S
CARBOLIC
SOAP
RECOMMENDED BY THE MEDICAL
PROFESSION.

A. S. WATSON & CO.
LIMITED.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

The HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

to make the road; but the Council was not proceeding with the work regardless of the Chinese officials. They were making the survey only to get information as to the probable cost before doing anything further.

"Three Chinese gentry" continued their persuasions with the Council, and made certain offers in connection with the necessary land purchases; and did not appear to be unduly alarmed about graves. These particular Chinese minds were focussed apparently more on tombs than graves. So the Council tried to represent to the TAOTAI "the general benefit, both to the local natives and to the residents in the Settlement, which this road would afford." This was in April, 1904. Two months later the "objection" of the TAOTAI were forthcoming. This enlightened individual was able to see that the road would be "of great benefit to Chinese and foreigners alike," and quoted Sir PELHAM WARREN's remark that it was "a remarkable thing that these objections should have suddenly been raised against such beneficial work at a time when other local improvements are in progress. It is thought that evil-disposed persons may have raised those obstacles in the matter especially for their own benefit." But, said he, when there are Treaties everything should be done accordingly; and the Municipal Council's surveyors had not unfeudled their tapes according to Red Tape; ("This is rather free translation) and "the person who objects to the Council constructing the road at Chih-pao village is myself (the TAOTAI) and not any evil-disposed persons." His idea was that the Council's powers should have their limitations shown by this obstruction; and to that end he was instructing the native officials to pull up the surveyor's pegs without delay. In a subsequent letter, the TAOTAI pretended to believe a report that the surveyor and his men had pistols and were "prepared to quarrel or fight with the country people," and talked of "these violent measures." This, of course, was all nonsense; and the people who were to be pistolled had been actually showing "co-operation and good will." All objections but those of the TAOTAI were removed: he only proved adamant, or, more justly, pig-headed. Then the Consular Body grew "tired of the conduct shown by the local Chinese authorities"; and went past TAOTAI to VICKROY. Not unnaturally, the TAOTAI "referred" such conduct on the part of a civilised nation." The subsequent proceedings are so ably indicated in a model letter from the Senior Consul, Dr. KNAPPE, to the troublesome TAOTAI, that we must give it almost in full:

"The construction of roads is a very important factor for the development of the country. . . . E. Chang Chi-tung, one of the wisest statesmen of China, who is appreciated of such by foreign and Chinese alike, has always made it a point to act in accordance with the above-mentioned principle. When in Canton he constructed a road alongside the West River of many miles long. In Nanking he connected the Yangtze river with the southern parts of the city by a road of over 60 li; and in Wuchang also an excellent road has been built by him."

"All these roads are a blessing to the population. In this same enlightened spirit your predecessors have acted in Shanghai. I draw your attention to all the roads in the neighbourhood, viz., the Jessfield Road, the Gordon Road, the Robson Road, the Sinewall Road, the Bream Road, Avenue Road, Avenue Paul Brunat, and many others. Some of them are now within the boundaries of the Settlements but they were built when the territory was still outside."

"The road proposed to the Hill is not destined

for the pleasure of foreigners in Shanghai but it is an absolute necessity for the food supply of a city with a population of nearly a million Chinese.

"I have had many conversations with you in this matter, who have always met my best endeavours to come to an amicable understanding. I have admitted that the road cannot be constructed without the consent of the Chinese authorities.

"I have suggested to all in the matter, viz., representatives of the Consular Body, the Municipal Council, the magistrates, the litigants, and yourself. But I have always received an answer in the negative."

"Being convinced that nothing but obstruction on your part is the real cause of the difficulty, and being informed that the hand of the Chinese are prepared to sell the land on the price offered; and that the Chinese are giving every possible assistance, I have asked Dr. Morlinghousen to see the magistrate of Chingpu with the surveyor of the municipality, and to report whether there are any real difficulties."

"It is interesting to read your rep'y of the 10th. You protest against direct interference with Chinese authorities, but yourself, and declare that it is in full conformity with the treaties. Will you kindly let me know the Article of the Treaties where the Consuls are prohibited from dealing with the Chinese authorities, whenever they think it advisable?"

"It is evident by your conduct in this matter, as well as in many others, that your principle is obstruction to any progress proposed in the interest of such a centre of trade as Shanghai has become. There appears to be no chance of coming to an understanding with you. I am going to Nanking to negotiate with H. E. the Viceroy in this and some other affairs."

"We learned yesterday evening that Dr. KNAPPE had returned from Nanking, and that Viceroy Chou Fu had promised to send an official to Shanghai to investigate. In the meantime, a report that the Consular Body had decided to ask the Wai-wu-pu to remove the TAOTAI is officially contradicted. Perhaps the Viceroy's representations will be sufficient."

The German Mail of the 7th June was delivered in London on the 8th instant.

The 231st plague case was recorded yesterday, the additions for the 21 hours being three.

"It is pointed out that the news" (about the establishment of a Danish-Japanese Trading Company) telegraphed by Reuter towards the end of June was published by Fairplay on February 2nd.

"I did not steal it, it flew in board my boat," Li Shin informed Mr. G. N. Orme at the Police Court yesterday when charged, at the instance of P.C. Barrie, with being in unlawful possession of a chicken. His Worship did not believe the story, and ordered Li to pay a fine of \$10 or go to gaol for fourteen days.

A correspondent addressed us regarding the alleged remissness of the Sanitary officials in not disinfecting a doorway in which a corpse was found. We sent the letter on to the proper quarter, and learn that the case referred to was not one of infectious disease at all, so that no special measures were necessary. Will our correspondent please note?

Before Mr. F. A. Hazelton at the Police Court yesterday Lance-sgt. Pitt, of the Water Police, charged the captain of the ss. *Tsimahi* with blowing his whistle other than for the purpose of navigation while at anchor in the harbour. The captain's defence was that he blew the whistle for a pilot to go aboard to shift his vessel. He was ordered to pay a fine of \$15.

Mr. E. J. Barron, an English journalist resident in Tokyo, has an excellent story translated from the Russian in the *Japan Chronicle*. We believe that Mr. Harrison's study of Russian was commenced when war began, so that he has made wonderful progress. He reads, writes and speaks Japanese fluently; is an expert at jujitsu; and is evidently a credit to his race and profession.

The latest idea in the Australian Commonwealth is to have a National Anthem of their own. At a meeting of the Australian Native Association held at Perth on the 1st May, it was resolved "that the Association offer a prize for an Australian National Anthem, the words of which shall have no reference to any country or emblem outside Australia." There must surely be some reference to colored people.

Two Russian warships have taken charge of the *Kniaz Potemkin* at Kastenji. The survivors say that the disaster was purely accidental.

THE MOROCCO QUESTION.

LONDON, 9th July.

Two Russian warships have taken charge of the *Kniaz Potemkin* at Kastenji.

THE BEYOND CRITICISM.

LONDON, 9th July.

The *Japan Chronicle* of June 28th says:

"Merchants in Japan again have reason to complain of the way in which the mails from abroad destined for this country are 'held up' by the Post Office at Hongkong. The Australian mail for Japan arriving at Hongkong on the 19th instant was taken ashore there with the mails for China. The Post Office was notified that the steamer would leave port within twenty-four hours, yet she was allowed to depart without any of the Australian mail she carried for Japan, although the mail from England was placed on board. The result of this is that merchants who had cargo consigned to them from Australia by the *Prins Waldemar* are unable to obtain delivery because the mail containing the bills of lading and shipping documents has not yet arrived. Should the mail not reach Japan within the next day or two, consignees will be unable to get their documents presented at the Customs before the 30th instant, and it is therefore probable that cargo which would have been landed under the old customs Tariff will have to pay the increased duties which take effect from the 1st proximo. Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained, but the Post Office there is apparently beyond the reach of criticism, and continues to display the most extraordinary lack of judgment, to say nothing of common sense."

Next day, the following letter appeared:

"Sir, — I note by today's *Chronicle* that further delays to the Australian mails have taken place at the Hongkong post office. I am taking the matter up with the Hongkong Government, and trust it will be the means of avoiding similar delays in future. — Yours truly, J. B. Suttor."

Commercial Representative of N.S.W. Government.

The Hongkong Post Office is not quite

"beyond the reach of criticism." A little while ago, when we called attention to the mysterious disappearance of letters entrusted to the local office for local delivery, an official notice was

at once posted, advising the public that unless they enclose the "envelope or wrapper" with their complaints, it was not easy to investigate.

It is not "any easier to send the envelope or wrapper of a letter that never turns up."

THE "ST. KILDA'S" MAIL.

BAGS OPENED AND LETTERS STOLEN.

Of the English mail which was shipped by the *St. Kilda* at Hongkong for Japan, and afterwards taken in charge by the Russian cruiser which sank the *St. Kilda*, a portion

consisting of twenty bags arrived at Kobe on June 29 three weeks overdue. We (*Japan Chronicle*) learn from the Kobe Post Office

authorities that eighteen out of twenty bags

bore evidence of having been opened. The bags contained in all about two thousand packages, letters, parcels, and papers. A close examination of the letters shows that several

addressed to persons in Kobe had been opened,

while others bore indications of having been tampered with.

Of the general mail it is impossible to say how many bags or letters are

missing, but the authorities state that several

registered letters due with the mail have not

arrived, and it can only be inferred that these

have been stolen.

What with the delinquencies of the Hongkong

postal authorities, the free-lance methods of the

Russian cruisers, and the occasional lapses of

the postal arrangements here, the foreign mer-

chant in Japan is just now severely handicapped.

Rumour says that still another cotton mill

will be erected in the near future in this port.

It may be that Ningpo will teach Shanghai

how dividends may be earned in this branch of

commercial enterprise.

It is long odds that *Punch* describes the

election of Elihu Root to the American Secre-

taryship as, verba, a "radical" change.

We are officially authorised to state that

subject to audit, the directors of the Hongkong

and Shanghai Banking Corporation will recom-

mend at the forthcoming meeting, a dividend of £1,150 per share, add to the reserve fund

\$500,000; and carry forward about \$1,700,000.

H. & S. BANK DIVIDEND.

Mr. Frank Brown's return of samples

examined under "the Salt of Food and Drugs

Ordinance, 1898," for the quarter ended 30th

June, showed that out of eight samples of milk

examined one was found adulterated. Six

samples of beer were all right.

Mr. POLLACK excused it and was carried

ADULTERATED MILK.

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SUPREME COURT.

Tuesday, 11th July.

IN ORIGINAL JURISDICTION.

BEFORE SIR F. T. FITZGOTT (CHIEF JUSTICE).

IN THE MATTER OF WONG'S EXTRADITION.

Sir Henry Berkeley (Attorney General) and Mr. H. E. Pollock, K.C. instructed by Mr. F. B. L. Bowley appeared for the Crown in this case; while Mr. N. Ferris (instructed by Mr. Otto Kong Sing) appeared for the accused.

Judgment: On the hearing of the application for a *habeas corpus* before me on 6th June, I reserved for argument before the Full Court the 2nd, 4th, and 5th points which had been raised on behalf of the prisoner: these points were argued on 29th June.

The second point was, that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for an offence which is not an extradition crime (art. 4 (1) of the Ordinance.)

On this point the first difficulty which arose was with regard to the meaning of the expression "in fact, with a view."

The learned Attorney-General conceded that this question was governed by the ruling in *Aron's case* (1896—1 Q.B. 108). All questions of *mala fides* on the part of the foreign Government being put aside, under the English Act the anterior object of that Government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance the anterior object of the foreign Government to prosecute the person extradited for a non-extraditable offence may be shown.

In order to prove the anterior intention in the present case, the Proclamation of the Brigadier General at Tsingtao, in Kwangtung Province, was put in. It may, I think, be legitimately argued from this document, issued in order to assist in the work of "exterminating bandits" from certain villages, that although the extradition of Wong Ka Tseng was only demanded for one crime of armed robbery, yet it does show the anterior intention of the Chinese Government of punishing him, when they have got him, as a "bandit." But a bandit obviously means a person who has been concerned in more than one armed robbery. The anterior intention, therefore, if it exists, is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this, indeed, be the anterior intention, it is fully covered by the provisions of art. 4 (3), which provides that, before the extradition is granted, an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender, other than the extradition crime for which his surrender is demanded.

The second point, therefore, falls to the ground.

The fourth point was, that the prisoner's guilt had not been proved as required by art. 23 of the Treaty of Tientsin. On this point I have already indicated the many doubts which I felt in my former judgment; but, the solution of them is somewhat easier than I at first anticipated.

In the first place, I accept the learned Attorney-General's argument that the words used in art. 21 of the Treaty, "on proof of their guilt," cannot, from the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of the guilt will be there required according to Chinese law. In the second place, the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible, therefore, to determine by what law he was to be found guilty. The only possible interpretation of the words is that the colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty.

The magistrate is the authority charged with the enquiry, and the evidence before him under art. 10, is to be such as would justify the commitment of the fugitive criminal for trial at the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law, for a magistrate can only discharge, not acquit; or commit for trial, but not guilty.

But art. 10 of the Extradition Ordinance must clearly be read subject to art. 76 of the Magistrate's Ordinance, No. 3 of 1890. And by the second part of that article, the magistrate is to commit the prisoner if, in his opinion, "the evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence given raises a strong or probable presumption of the guilt of the accused." This provision is copied verbatim from the English Act, 11 and 12 Vict. c. 25.

What the precise distinction between these two alternatives is I have not to enquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for commitment for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone, it would have been necessary to go into the questions of *ultra vires* suggested in my previous judgment.

But it does not; and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received material assistance from the learned Attorney-General's able argument.

The magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in so doing he was not acting in compliance with the law. But in future I think it

would be better for the magistrate to adhere rigidly to the words of art. 76, and to say whether or not in his opinion the evidence given "raises a strong or probable presumption of the guilt of the accused."

The fourth point, therefore, fails.

On the fifth and last point Mr. Ferris admitted that the case was too strong for him to contend that this Court could review the magistrate's decision as to the facts. The law is too clearly established for this point again to be raised. He contended, however, that under art. 15 of the Magistrate's Ordinance, the magistrate ought to have heard the complainant—who was, he said, the Chinese officer in charge of the case. But art. 15 is in part 2 of the Ordinance, which deals with "Procedure in re peccatae et Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point, therefore, also fails.

All the points which the ingenuity of counsel has raised on behalf of the prisoner have thus been overruled. All of them were well worthy of consideration; some of them of considerable difficulty. The sum and substance of the decision is that while there have been deviations from what I consider to be the strictness of the law requires, none of them have been sufficiently serious to warrant the procedure being set aside. The writ of *habeas corpus* is, therefore, discharged.

ROBERT SMITH v. WILLIAM DUMBAR.
In this case the plaintiff claimed the equivalent in the currency of this Colony of \$2,707.73 United States currency. Mr. H. G. Calthrop (instructed by Mr. Paget Hott) appeared for the plaintiff; and Mr. H. E. Pollock, K.C. (instructed by Mr. Dixon) for the defendant.

Mr. Pollock said the first question they had to argue was, "Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States enforced by the Supreme Court of Hongkong against the defendant who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the jurisdiction of the said court in the said action?" Mr. Pollock said that the defendant never having submitted to the jurisdiction of this court in Oregon, the judgment would never be enforced against him here on the principles of the case. If His Lordship was with him on this point, as he hoped would be the case, a deal of legal expense would be saved.

Mr. Calthrop said that the action was originally brought on a certain bond, and by entering on the record of the United States.

His Lordship.—That comes after. We are on the one point now.

Mr. Calthrop, continuing, said that the defense raised two grounds, first that the American court, with reference to our own court, carried no jurisdiction, because the defendant had no property in America. Secondly, as the defendant was not an American subject, and was not residing in the State of Oregon when the writ was issued, and had never submitted himself to the jurisdiction of the United States. Mr. Calthrop quoted legal cases at length to upset these arguments.

His Lordship reserved his decision on this one preliminary point.

KOBE SHIPPING.

Owing to the lengthy notice that had been given of the imposition of new duties, there was not the rush of vessels entering the harbour of Kobe on the last day or two under the old duties that had been expected, reports the *Chronicle* on July 2nd. Indeed, business at the Customs on the last day of the month was rather slack than otherwise, compared with the rush that has been evident during the last few weeks. During the first half of the year, more than one thousand steamers have arrived at Kobe from abroad; in addition to the chartered vessels engaged in the coasting traffic. In previous years arrivals of vessels have not exceeded seven hundred in the first half of the year, and there is a good deal of speculation as to whether the great increase in the quantity of shipping coming to Kobe is to be regarded as a normal increase of trade or whether it is merely due to the influence of the impounding of the Japanese tariff and the quantity of war material imported. Probably the increase is to be distributed under all three heads, but we are inclined to think that the tariff is chiefly responsible and that there will be a considerable falling off in the amount of shipping entering Kobe during the latter six months of the year as compared with the first half. A good deal depends upon a correct estimate being made, as the discharging facilities are at present quite inadequate for the work that has to be done. Though there are something like three hundred lighters engaged daily in discharging the vessels in Kobe harbour, the number has of late proved altogether insufficient for the work, as may easily be understood when it is born in mind that on one day there were over seventy ocean-going vessels in the port. These interested, however, do not care to build new lighters until it is seen whether the great increase in the shipping of Kobe is maintained. Similarly with the Customs accommodation, if the number of vessels discharging at Kobe is maintained at anything like the figure reached during the past few months, it is held that the accommodation will have to be increased on a much larger scale than that of any of the schemes now under consideration. A good deal, therefore, is likely to turn on the shipping returns for the next twelve months with a view to future arrangements.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 11th at 12.5 p.m. The Barometer has risen in Japan, and is little changed elsewhere.
Pressure is lowest over N. China and highest over the N. part of the China Sea and the Pacific towards the Loochoos.
Gradually continue slight, and light S. winds may be expected in the Formosa Channel and the N. part of the China Sea.
Forecast.—Light S. winds; fine.

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Forecast.—Light S. winds; fine.

THE STRANDING OF THE
"TRAVANCORE".MASTER'S AND CHIEF OFFICER'S CERTIFICATES
SUSPENDED.

The inquiry concerning the stranding of this vessel and the charges preferred by the crew against the captain and chief officer were concluded at the Harbour Office yesterday afternoon.

The members of the Marine Court were—Hon. Captain L. A. W. Barnes-Lawrence R.N. (President); Lieut. C. K. McCallum R.N.; H.M.S. *Tutor*, Captain Pybus; Esq. *Empress of Japan*, Captain St. John George; Mr. Macpherson and Captain Bobo, ss. *Travancore*.

Mr. C. D. Wilkinson (Messrs. Wilkinson & Crist) represented Captain Chamberlin of the *Travancore*, and Mr. J. Hays (Messrs. Johnson, Stokes and Master) appeared for the owners of the vessel.

Captain R. Chenevether of the revenue cruiser *Likit* was the next witness. He stated—the crew of the *Travancore* came on board my vessel for the first time at 8 p.m. on the night of the 2nd June. The captain came on board during the afternoon, and informed me that the crew had gone ashore in a boat, and stated that they had not returned on board the ship during the night. At about 10 o'clock, before the blue lights were lit, I noticed that the *Travancore* was moving. I then told the officer of the watch to hurry up, and get the men out, but there appeared to be a little difficulty in this; the men looked about for oarslocks and oars and seemed to delay as long as they could. It seemed to me, according to the circumstances, that they took an unnecessary long time to get out; about a quarter of an hour or twenty minutes. The crew made no attempt to get the second boat alongside. After they got away they again returned on the 3rd June.

To Lieut. McCallum—it was reported to me that there were eighteen men on the *Likit*.

To Captain Pybus—There was no request made to me to assist in getting the ship off.

To Captain Pybus—There was a heavy shower when the crew were ordered off, and I think they were waiting until it passed over.

There was nothing unusual in their behaviour.

The ship's documents were brought aboard my ship on the 2nd of the month.

To Capt. George—The master told me that the crew refused to stay on board the *Travancore* because they were afraid of the mats falling down.

When the ship shifted she moved astern. The crew in the second boat complained of only having two rowlocks.

We lent her some to get away with, and I sent my boat to tow her. The *Travancore* got a second hawser out in the afternoon. She had only one out when I first saw her.

H. Wylie, the *Travancore's* saltmaker, a witness for the captain, stated—I was in the *Travancore* when she left Cardiff. The night before we left Hongkong, and on the early morning of the 31st May, there was considerable trouble with the crew through drunkenness. The drink was brought aboard by two men. The anchor was weighed between 6 and 7 a.m. on the morning of the 31st May. I saw Mitchell go to the wheel. I am on deck all day. I saw the captain on deck that morning. He was not at any time the worse for liquor. I have never seen him the worse for it. I did not see the captain fall, but saw Murphy fall after he had been drinking all day and night. I have never before seen the *Travancore* make stays, and her sailing powers are very good. I was on deck at 7 a.m. on the morning of the 1st June and heard the order "boat ship" given. I felt confident the ship would go about. Mitchell was at the wheel at the time. The crew did not take very much notice of the orders given. They appeared not to care whether they obeyed them or not. On previous occasions they have been smarter, and if on this occasion she had been smartly worked I think she might have come round. The captain himself said, "turn up, my boys," because they were so slow. When the ship missed stays there was nothing but pain among the crew. I did not leave in the boat which came to Hongkong. During the time the ship was on shore attempts were made to get her off, and the captain was busy the whole time. The captain ordered the chief officer to set the foresail and fore lower topsail. These sails were set, also the main topsail, but the crew did not square the yards as ordered, as they did not think it necessary to do so. The captain then told them to go and set the main topsail, but the men refused and told the captain to do it himself. I went out with the others to the *Likit* as the ship was bumping heavily at the time. I saw the blue lights from the *Travancore*, and eventually I went back to her after being ordered to do so by the captain of the *Likit*. It is not a fact that the crew of the *Travancore* were in any way to blame.

To Mr. Hays—I did not see a boat row round the *Travancore* and have a look at her while she was on the rocks.

To the President—I have never seen the ship go about in bad weather, but her going about in such a condition would depend upon the trim and the quantity of canvas she had on. I feel confident she would go round, seeing how easily she was handled with a cargo.

I think my confidence was a little misplaced. On previous occasions the men were always willing to obey the captain's orders, but on this occasion they did not appear to be so. The crew were in a panic because they dropped everything and made for the boats. I was in a panic myself.

To Capt. George—I have never seen the ship go about in bad weather, but her going about in such a condition would depend upon the trim and the quantity of canvas she had on. I feel confident she would go round, seeing how easily she was handled with a cargo.

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NOTICE
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, THE HONGKONG DAILY PRESS, LTD., 5th Ed. [1652]

P.O. Box, 33, Telephone No 12.

NEW ADVERTISEMENTS

FOR SALE OR TO LET.

THE Property known as the **BELLE VUE HOTEL**, Nagasaki.
Address of Manager—J. W. D. Care of Japan Chronicle Office, Kobo, Hongkong, 12th July, 1905. [1650]

TO LET.

"**BELLEVUE**" PEAK ROAD; from 1st August. Apply to—S. A. SETH, Care of Dairy Farm Co., Ltd., Hongkong, 12th July, 1905. [1651]

TO LET.

A FIRST-CLASS FURNISHED BED-ROOM To Let, with Immaculate Possession, in good and healthy locality. Apply to—W. Care of Daily Press Office, Hongkong, 12th July, 1905. [1652]

TO LET.

66 "**YANG YUEN**" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn, Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to—LUK CHEUK MAN, No. 8, Queen's Road, Central, Hongkong, 12th July, 1905. [1653]

NOTICE.

GEO. FENWICK & CO., LTD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THE **FEIR WANCHAI PROPERTY**, comprising portions of Marina Lots Nos. 31 and 36; approximate area 43,000 square feet. For further particulars apply to the Company, Hongkong, 12th July, 1905. [1654]

NEW VOLUME ON INDIA NOW READY.

OUR EMPIRE, Past and Present. By THE EARL OF MEATH, M. H. CORNWALL LEGH, LL.A., and BEING JACKSON. Great Britain in Asia. Being Volume II. in the Series. 800 pp., Cr. 8vo, cloth boards. With maps, 15 full page illustrations and a photo-gravure of the King. Price 7s. 6d. Volume I. (Great Britain in Europe) already Published. Same Price.

HARRISON & SONS,
45, Pall Mall, London, S.W.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND of 8s. 50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary, Hongkong, 12th July, 1905. [1655]

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 3rd June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for THE WEST POINT BUILDING CO., LTD.

Hongkong, 12th July, 1905. [1656]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

TO ACCOUNT OF THE CONCERNED,
TO-MORROW (THURSDAY), the 13th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road (Corner of Ice House Street).

SUNDRY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES, PICTURES, PHOTOGRAPHIC CAMERAS & APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c., &c.; &c.

One GURLEY LIGHT MOUNTAIN TRANSIT with SOLAR ATTACHMENT and TRIPOD, 3 SEXTANTS, One AMERICAN SAFE by New York Export & Import Co., One MANDOLIN and One ELECTRIC FAN.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers, Hongkong, 12th July, 1905. [1657]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

TO-MORROW (THURSDAY), the 13th July, 1905, at 2.30 P.M., at his Sales Rooms, Queen's Road,

LADIES' DRESS MATERIALS, LACE, RIBBONS, SILKS, HAIR, SHOES and UMBRELLAS.

&c., &c.
TERMS OF SALE.—As Customary.
V. I. REMEDIOS,
Auctioneer, Hongkong, 12th July, 1905. [1658]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

The Company's Steamship

"HAICHING."

Captain Hodgins will be despatched for the above ports on FRIDAY, the 14th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFAIR & CO., General Managers, Hongkong, 11th July, 1905. [1649]

NEW ADVERTISEMENTS

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents, Hongkong, 11th July, 1905. [17]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANIA" FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON, General Agent, Hongkong, 11th July, 1905. [17]

JAVA-CHINA-JAPAN LIJN.

FROM JAVA PORTS AND MACASSAR.

THE J.C.J.L. Steamship

"PHILATJAE."

Captain Koops, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 13th inst. will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected. The steamer will be despatched for Shanghai, Moji, Kobe and Yokohama on the 17th inst.

Head Agency of the

JAVA-CHINA-JAPAN LIJN, Alexander Buildings, Hongkong, 11th July, 1905. [1659]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left up the Godowns, where they will be examined at 11 A.M., on the 17th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents, Hongkong, 11th July, 1905. [1615]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent, Hongkong, 11th July, 1905. [1]

BILLIARD TABLE.

WANTED

for the Hongkong Seamen's Institute a Good Second-Hand

BILLIARD TABLE.

Any Gentleman having one to dispose of is requested to communicate with

Rev. J. H. FRANCE,

5, Lyneham Villas, Kowloon.

Hongkong, 10th July, 1905. [1634]

POSITION REQUIRED.

ENGLISH GENTLEMAN

(aged 29) shortly returning from a Holiday in England, is desirous of obtaining a position of Responsibility in a Hongkong Firm—Secretary preferred. Seven years' for Eastern business experience; highest references and qualifications.

Apply to—BARDISLEY,

Care of Daily Press Office, Hongkong, 8th July, 1905. [1625]

COMPRADEO WANTED.

WANTED

a COMPRADEO by an

European firm doing piece goods and general business. Must furnish security for \$50,000.

Apply by letter to—R. S. T.

Care of Daily Press Office, Hongkong, 6th July, 1905. [1610]

INTIMATIONS

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that, in addition to the reduction in price of Gas to \$3.00 per thousand cubic feet, they now offer the following FAVOURABLE TERMS to INFLUENCING CONSUMERS:—

1. SERVICES up to 50 feet in length will be held FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES—for any kind of Gas-fitting will be supplied WITHOUT COST to intend

ing or existing customer.

The Company hire or sell all kinds of Gas fittings, whether for Heating, Cooking or Lighting, and INFINITE INSPECTION of their stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY, Local Secretary, Hongkong, 14th June, 1905. [1441]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY SITUATE AT KOWLOON, in the Colony of Hongkong.

On FRIDAY,

the 14th day of JULY, 1905, at 3 o'clock in the afternoon at Messrs. HUGHES and HOUCK'S SALES ROOMS, Des Voeux Road Central.

LL that piece or parcel of ground registered in the Land Office at Hungsham Island Lot No. 249 together with the building thereon known as No. 74, Des Voeux Road Hungsham, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hungsham Road, and measuring thereon 15 feet on the East side thereof on Hungsham Island Lot No. 234 and measuring thereon 50 feet and on the West side thereof on Hungsham I. and Lot No. 248 and measuring thereon 50 feet and which said piece or parcel of ground contains in the whole 750 square feet. The Crown Lease thereon is colour red and is held by the Crown for the residue of the term of 75 years from the 1st day of December 1892 granted by a Crown Lease dated the 3rd day of June 1902. Annual Crown Rent \$7.00.

For further particulars, and conditions of sale, apply to—Messrs. JOHNSON, STOKES and MASTER, Solicitors, for the Plaintiff in the above action, or, to—Messrs. HUGHES and BOUGH, Auctioneers.

Dated the 28th day of June, 1905. [1544]

PUBLIC COMPANIES

ROBINSON PIANO Co., LTD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
FROM US
PIANOS
OF THE
HIGHEST CLASS
EMBODYING THE VERY BEST
MUSICAL AND WEARING
QUALITIES
AT

Moderate Prices

OUR CLIENTS HAVE THE
ADVANTAGE OF OUR
30-YEARS' EXPERIENCE AS
EXPERTS
DEVOTED
EXCLUSIVELY
TO THE PIANO TRADE.

WE ARE BY FAR THE
LARGEST
IMPORTERS
AND
MANUFACTURERS
IN CHINA, AND STOCK THE
GREATEST VARIETY OF
MAKES.

Hongkong, 9th June, 1905. [1363]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHEW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [22]

WEBLEY & SCOTT
REVOLVER & ARMS CO., LTD.
AUTOMATIC REVOLVERS,
PORTING GUNS, &c.

G. REISS & CO. LTD.
SOLE AGENTS FOR CHINA & JAPAN.
12, SZECHUEN ROAD,
SHANGHAI. 1571

BANKS

INTERNATIONAL BANKING
CORPORATION.

Fiscal Agents of the United States in China
the Philippine Islands and the
Republic of Panama.

CAPITAL & SURPLUS
AUTHORISED ... Gold \$10,000,000
CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000

HEAD OFFICE: New York.
London Office: Threadneedle House, E.C.
Branches and Agents all over the World.

LONDON BANKERS
NATIONAL PROVINCIAL BANK OF ENGLAND,
LIMITED,
UNION OF LONDON AND SMITH'S BANK,
LIMITED,
BRITISH LINEN COMPANY BANK

The Corporation transacts every description
of Banking and Exchange business, receives
money in Current Account and accepts Fixed
Deposits at rates which may be ascertained on
application.

CHARLES E. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [1062]

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,250,000
PAID-UP ... £500,000
RESERVE FUND ... £10,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at
the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS —

For 12 months ... 4%

" 6 " ... 3½%

" 3 " ... 2½%

A. R. LINTON,
Acting Manager.

Hongkong, 30th June, 1905. [26]

BANKS

THE
DEUTSCH-ASIATISCHE BANK
AUTHORISED CAPITAL ... Sh. Taels 7,500,000

HEAD OFFICE: SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Teigtan Tsinanfu

LONDON BANKERS:
MRS. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account or
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [52]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853;
HEAD OFFICE: LONDON.

CAPITAL PAID-UP ... £280,000

RESERVE LIABILITY OF SHARES
HOLDER ... £280,000

RESERVE FUND ... £287,000

INTEREST allowed on Current Account at
the rate of 2½ per annum on the Daily balance

On Fixed Deposits for 12 months 4 per cent

" 6 " 3½ "

" 3 " 2½ "

" T. P. COCHEANE,
Manager.

Hongkong, 12th May, 1905. [29]

HONGKONG & SHANGHAI BANK
INCORPORATION

PAID-UP CAPITAL ... £10,000,000

RESERVE FUND ... £10,000,000

SILVER RESERVE ... £10,000,000

RESERVE LIABILITY OF PROP'TORS £10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq.—Chairman.

A. HAUFF, Esq.—Deputy Chairman.

Hon. C. W. Dickson, Esq.—Secretary.

E. Goetz, Esq.

E. Shulman, Esq.

G. H. Medhurst, Esq.

N. A. Siebs, Esq.

A. J. Raymond, Esq.

H. E. R. Shewan

F. Salinger, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. Hunter

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
Cent per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [23]

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... 15,000,000

CAPITAL UNCALLED ... 6,000,000

RESERVE FUND ... 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

Tokio Kobe Nagasaki

London Lyons New York

San Francisco Honolulu Bombay

Shanghai Tientsin Newchwang

Dalby Peking Mukden

Port Arthur Chitoo

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

PAL'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On fixed deposits for 12 months 5½ per cent.

" 6 " 4½ "

" 3 " 3½ "

TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd May, 1905. [27]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000

CAPITAL PAID-UP ... 2,500,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENTS:

Amoy Kobe Tainan

Aining Nasasaki Tamsui

Foochow Osaka Tokio

Koelung Shanghai Yokohama

HONGKONG OFFICE:

4, QUEEN'S ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learnt
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904. [1121]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond
ucted by the HONGKONG AND SHANG
HAI BANKING CORPORATION. Books
may be obtained on application.

INTEREST on deposits is allowed at 3½
Per Cent. per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [1062]

CLAIM FOR SALVAGE.

At H. M. Supreme Court, Shanghai, on 1st
July, before Mr. Justice de Saussures, the
owners, captain, and crew of the s.s. *Ardova*,
when this case was called on Mr. J. C.
Hanson, who appeared for the defendants, asked
that he might call Lloyd's surveyor to give his
evidence at once, and his Lordship acquiesced.

William C. Parfeson, Lloyd's surveyor at
Shanghai, was sworn. He stated that on the
11th of April and again on the 21st of April he
visited the *Dundonald*. He made a survey and
the press copy of it was produced. This report
also included a survey of the 25th April made
when the *Dundonald* had gone into dock.

Witness visited the ship twice before she was
docked but there was one survey then and one
when she had been docked. Besides the breaking
of the stanchions, and the carrying away of
her pumps, the *Dundonald* was not damaged.

Her masts rigging and sails were not damaged.
She was picked up by the *Ardova* about 242
miles from Shanghai, but in witness' opinion
she could have reached port without assistance.

Mr. Macleod, who appeared for the plaintiff,
cross-examined witness, who stated that in his
survey report of the 21st April he did say the
deck was strained and leaking. He did not
consider this important. The pumps having
been carried away and water got in would
have to be bailed out with buckets. Witness
had no personal experience in the handling of
sailing vessels.

Mr. Macleod said in this case the pendings
would show all the points at issue. The whole
of the question was as to what condition the
baulk of the *Dundonald* was in when she was
picked up.

The claim was as follows:—

1.—The British steamship *Ardova* is a British
vessel of 2,271 tons' register, official number
118094. Her master is William Lewis Smith
and her value £29,000 sterling or thereabouts.
The above named sailing vessel *Dundonald* is a
British vessel of 2,114 tons' register or there
abouts, of the Port of Glasgow, official number
99124, manned with a crew of 28 hands. Her
master is John Thurber and her value £10,000
or thereabouts.

2.—On the 5th day of April, 1905, whilst
the said *Ardova* was on a voyage from Hongkong
to Kuchington in Japan, she fell in with the
Dundonald in Lat. 28° 11' N. Long. 122° 59' E.
The weather at the time was very rough
and stormy with a moderate North wind and a
high swell from the North-east.

3.—The said *Dundonald* when sighted, by
those on board of the said *Ardova* was sailing
under two lower top-sails, a fore-sail and stay-
sail, and was flying a signal "M.Y." signifying
that she was in distress and wished to be taken
in tow.

4.—The said *Dundonald*, which was on a
voyage from Shanghai to Newcastle in ballast,
was disabled owing to her ballast having shifted
and she was in a position of considerable peril
and had been for a number of days.

5.—Those on board the *Dundonald* requested
those on board the *Ardova* to tow the *Dundonald*
to Woosung and accordingly a line was passed
on board the *Dundonald* and towing was com
menced at 3:30 p.m. on the said 5th day of April.

SHIPPING.

ARRIVALS.

AUSTRALIAN, British str., 1,873, W. G. McArthur, 11th July.—Kobo 6th July, General—Gibb, Livingston & Co.
BLACKHEATH, British str., 1,719, W. T. Sherman, 11th July.—Wuhu and Chinkiang 7th July, General—Dowdell & Co.
CYRUS, British str., 2,174, J. W. Knox, 11th July.—Calcutta 23rd June, Coal.—Order HATCHING, British str., 1,267, A. E. Hodges, 11th July.—Foochow, Amoy and Swatow 10th July, General—Douglas Laprak & Co.
EPHRAIM, British str., 3,600, W. B. Fawcett, 11th July.—Singapore 6th July, Kampong French str., 400, Le Heid, 10th July.—Suliong 6th July, General—Chinese.
KWEILIN, British str., 1972, W. D. Brymer, 11th July.—Iloilo 7th July, Sugar—Butterfield & Swire.
MANCHE, French str., 3,490, Norward, 10th July.—H. Iphong 7th July, General—M. Messageries Maritimes.
MAZAGAN, British str., 4,997, W. H. Selby Hall, 11th July.—Bombay 24th June, Twist and Cottam, P. & O. S. N. Co.
MONGOLIA, American str., 8,758, W. P. S. Porter, 11th July.—San Francisco 7th June, Mail and General—P. M. S. S. Co.
M. STURGEON, German str., 5,666, P. Brandt, 10th July.—Manitius 15th June, 5,760 pkgs. Sugar—China.
PETROGRAD, German str., 1,263, G. Hillmann, 11th July.—Bangkok 4th July, Rice and General—Butterfield & Swire.
PIELADES, American str., 3,932, F. G. Purinton, 11th July.—Manila 8th July, General—Dowdell & Co.
RUBI, British str., 1,619, A. H. Notley, 11th July.—Manila 8th July, General—Shewan, Tomes & Co.
TJILATJAP, Dutch str., 2,475, W. Kopp, 11th July.—Macassar 2nd July, General—Java-China-Japan Co.
TONKE, French str., 3,084, A. Charbonneau, 11th July.—Saigon 8th July, Mail and General—Messageries Maritimes.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

Amigo, German str., for Haiphong.
Banot, French str., for Hohow.
Jacob Diderichsen, German str., for Hollow.
Palma, British str., for Manila.

DEPARTURES.

11th July,
ANDREW RICKMERS, German str., for Swatow.
BENEDICTINE, British str., for Nagasaki.
GLAUCUS, British str., for London.
GLENOAG, British str., for Shanghai.
HAIFAN, British str., for Coast Ports.
HOLSTEN, German str., for Swatow.
HONGKONG, French str., for Haiphong.
HONGWAN L, British str., for Amoy.
KWONGANG, British str., for Shanghai.
LIGHTNING, British str., for Calcutta.
LOONGMOON, German str., for Canton.
OCEANIEN, French str., for Europe.
SHAOSHENG, British str., for Chinkiang.
TEAN, British str., for Manila.
TJIMAH, Dutch str., for Macassar.
TONKIN, French str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hatching* reports: Moderate monsoon and fine clear weather.
The British str. *Cyrus* reports: Light breeze and clear weather throughout passage.
The Dutch str. *Tjilatjap* reports: Whole of the voyage very fine weather and light breeze.
The British str. *Rubi* reports: Light variable winds, smooth sea and fine clear weather throughout.
The British str. *Australian* reports: Fresh S.W. winds with strong northerly current and fine weather throughout.
The American str. *Pielades* reports: Light variable winds and calm smooth sea and fine clear weather en route passage.

The British str. *Mazagan* reports: Fine clear weather with light S. and E.S.E. winds and favourable currents. July 10th spoke H.M.S. *Ipswich*, from Singapore for Hongkong, four days out.

VESSELS IN DOCK.

11th July.
ABERDEEN DOCKS—Alameda.
KOWLOO DOCKS—Travancore, Hubner, Germany, Taizhou.
METROPOLITAN DOCK—Manche, Chousta.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain McArthur, will be despatched for the above ports TO-DAY, the 12th July, at Noon. This well-known Steamer is especially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.H.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th June, 1905. [145]

NAVIGAZIONE GENUALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PErsian Gulf and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA,"

Captain Coglioli, will be despatched as above TO-DAY, the 13th inst., at NOON.

At Bonyu the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 11th July, 1905. [4]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAME FLAG & BIG BIRTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Coolman, R.N.R.	F. & O. S. N. Co.	About 12th inst.
LONDON, &c., VIA PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	F. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	—	S. Barcham	F. & O. S. N. Co.	About 20th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1m.		BUTTERFIELD & SWIRE	On 13th Aug.
LONDON, AMSTERDAM & ANTWERP	PALEKING	Brit. str.	1p.	Girard	MESSAGERIES MARITIMES	On 28th Aug.
LONDON, VIA PORTS OF CALL	TOURANE	French str.	—		MELCHERS & CO.	On 2th inst., at 1 P.M.
SACHSEN	GER.	str.	—	F. v. Letten Petersen	HAMBURG-AMERIKA LINE	On 19th inst., at Noon.
BEIJING	K. Y.			Russ	HAMBURG-AMERIKA LINE	On 17th inst.
DAVIS	K. Y.			Hildebrandt	HAMBURG-AMERIKA LINE	On 20th inst.
ACILIA	K. Y.			Schulke	HAMBURG-AMERIKA LINE	On 29th inst.
SPETZIA	K. Y.			Ehlers	HAMBURG-AMERIKA LINE	On 9th Aug.
SABELIA	K. Y.			Lüning	HAMBURG-AMERIKA LINE	On 23rd Aug.
REHENANIA	K. Y.			Förck	HAMBURG-AMERIKA LINE	On 6th Sept.
SCANDIA	K. Y.			v. Doeber	HAMBURG-AMERIKA LINE	On 20th Sept.
MONTBLANC	Nor. str.	—		Tomanovich	MELCHERS & CO.	Quick despatch.
CHINA	Aus. str.	—			SANDEL, WIELER & CO.	On 29th inst., P.M.
TELEMACHUS	Brit. str.	1m.			BUTTERFIELD & SWIRE	On 20th inst.
STENTON	Brit. str.	—			BUTTERFIELD & SWIRE	On 24th inst.
AFRICAN PRINCE	Am. str.	—		MacFarlane	ARNHOLD, KAHLBERG & CO.	On 25th inst.
KENNETH	Brit. str.	—		Dobronz	STANDARD OIL CO.	About 25th inst.
VERONA	Ger. str.	—			CARLOWITZ & CO.	On 31st inst.
INDRAWADI	Brit. str.	—			SHEWAN, TOME & CO.	About 4th Aug.
ST. HUGO	Brit. str.	—			DODWELL & CO. LTD.	Quick despatch.
VANDALIA	Ger. str.	—			HAMBURG-AMERIKA LINE	To-day.
EMPEROR OF JAPAN	2 m.				CANADIAN PACIFIC R. CO.	On 9th Aug.
ATHENIAN	1m.				CANADIAN PACIFIC R. CO.	On 10th Aug.
PIELADES	Am. str.	—			DODWELL & CO. LIMITED	On 17th inst.
KEERUS	Brit. str.	1m.			BUTTERFIELD & SWIRE	On 22nd inst., at Daylight.
NUMANIA	Ger. str.	—			PORTLAND & ASIA TRADING S. CO.	Today.
AUSTRALIAN	Brit. str.	—			GIBB, LIVINGSTON & CO.	On 12th inst., at Noon.
CHINGTU	Brit. str.	1m.			BUTTERFIELD & SWIRE	On 14th inst.
FBINZ WALDEMAR	Ger. str.	—			MELCHERS & CO.	On 25th inst., at Noon.
TAIYUAN	Brit. str.	—			BUTTERFIELD & SWIRE	On 15th inst.
TJILATJAP	Dut. str.	—			JAVA-CHINA-JAPAN LINE	Quick despatch.
TIJUANA	Brit. str.	—			BUTTERFIELD & SWIRE	To-morrow.
WUPER	Brit. str.	—			JARDINE, MATHEWS & CO.	On 17th inst., at 3 P.M.
WOSAN	Brit. str.	—			JARDINE, MATHEWS & CO.	About 12th inst.
COROMANDEL	Brit. str.	—			JARDINE, MATHEWS & CO.	On 14th inst., at 3 P.M.
FACTSANG	Brit. str.	—			OSAKA SHOSHO KAISHA	On 16th inst.
FEITHJOF	Ger. str.	—			OSAKA SHOSHO KAISHA	On 16th inst., at 8 A.M.
TRIUMPH	Ger. str.	—			OSAKA SHOSHO KAISHA	On 23rd inst., at 8 A.M.
PROMISE	Ger. str.	—			OSAKA SHOSHO KAISHA	About 15th inst.
PUNDUA	Brit. str.	—			JARDINE, MATHEWS & CO.	On 16th inst., at Daylight.
CHIHLI	Brit. str.	1m.			BUTTERFIELD & SWIRE	To-morrow.
HAICHING	Brit. str.	2 m.			Douglas Lippman & Co.	On 14th inst., at 10 A.M.
LOONGSANG	Brit. str.	—			JARDINE, MATHEWS & CO.	On 14th inst., at 4 P.M.
RUBI	Brit. str.	—			SHEWAN, TOME & CO.	On 15th inst., at Noon.
ZAFIRO	Brit. str.	—			BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
CEBU & ILCOLO	1m.				JARDINE, MATHEWS & CO.	On 14th inst.
SINGAPORE, SURABAYA & SAMARANG	HINSANG	Brit. str.	—		CARLOWITZ & CO.	On 16th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—			On 16th inst., at Noon.
SINGAPORE VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—			To-day, at Noon.

NORTHERN PACIFIC LINE.
BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

PIELADES	3,753	F. G. Purinton	Wednesday, July 12th
SHAWMUT	9,606	E. V. Roberts	Thursday, July 20th
REMONT	9,606	T. W. Gerlich	Friday, August 3rd

Cargo only.

CHEAPFARES. EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "REMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

[7]

QUEEN'S BUILDINGS,
Hongkong, 26th June, 1905.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE
OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PATROCLES"	On 14th July.
GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 29th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th August.
GLASGOW and LIVERPOOL	HOMEWARDS.	

FOR	STEAMERS	TO SAIL
LONDON, ANTWERP and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLE and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, ARSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLE and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, ARSTERDAM and ANTWERP	"PAKLING"	On 28th August.

Taking Cargo for Liverpool at London Rates.
TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, WA	"KEEMUN"	On 17th July.
NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.
WESTWARD.		

FROM	STEAMERS	TO SAIL
COMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	On 15th July.

For Freight, apply to—

BUTTERFIELD & SWIBB,
AGENTS.

Hongkong, 30th June, 1905.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, and TIENSIN	"CHIHLI"
CHEFOO and NEWCHWANG	On 13th July.
MANILA, ZAMBOANGA, PORT DARWIN, THIRTY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"HUEPEH"

STEAMERS	TO SAIL
CEBU and ILOILO	"CHINGTU"

KOBE

The attention of Passengers is directed to the superior accommodation offered by these

vessels, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is on board.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIBB,
AGENTS.

Hongkong, 11th July, 1905.

[11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

POETS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS

SAILING DATES.

1895

SACHSEN	WEDNESDAY	19th July
SCHAENHORST	WEDNESDAY	2nd August
PRINZ ERNST BIRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
BOON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at Noon, the Steamship

"SACHSEN", Captain F. v. Loitzen-Petersen, with MAILED PASSENGERS,

SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 17th July. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 18th July, and Parcels will

be received at the Agency's Office until Noon, on TUESDAY, the 18th July.

Contents of Packages are required. A Parcel Receipt will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 11th July, 1905.

[5]

PORLTAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"NUMANTIA" 4,370 Brodmer 22nd July, 1905.

"ARABIA" 2,488 Metzenthin 12th August, 1905.

"ARAGONIA" 5,158 Schudt 1st September, 1905.

"NICOMEDIA" 4,370 Wagemann 26th September, 1905.

Through Bills of Lading issued to Pacific Coast Points and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th July, 1905.

[3]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN" 6,000 Tons Com. R. Pybus, R.N.R. WEDNESDAY, 12th July.

"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.

"ATHENIAN" 3,952 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.

"EMPEROR OF INDIA" 6,000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 23rd Aug.

"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.

Hongkong to London, 1st Class via St. Lawrence 260, via New York 262

Intermediate on Steamers, and 1st Class Rail 240. " 242.

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